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16,719

HONGKONG, WEDNESDAY, NOVEMBER 29th, 1911.

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[a1351]

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[a715]

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Hongkong, 12th April, 1911. [a591]

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[1668]

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Bedrooms with European Bath and

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Hongkong, 1st September, 1910. [a43]

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[a104]

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Bath to each Room.

2 minutes' walk from the Wharves, Ferry and

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Indicating Afternoon Tea a Specialty.

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Hongkong, 15th November, 1911. [1352]

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Sole Agents—

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HEART HUNGER HAPPINESS.

7.15 P.M. Pictures only 7.15 P.M.

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Hongkong, 18th November, 1911. [1322]

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20 three-minute rounds.

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15 two-minute rounds.

Also

LITTLEJOHNS v. SEAMAN HEATH.

10 two-minute rounds.

Doors open 8.30, commencing 9 p.m. sharp.

Admission, \$6, \$4, and \$2.

(Soldiers and Sailors in uniform half price to the 22 seats.)

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Every seat guaranteed.

H. TILLMAN, Manager.

Hongkong, 25th November, 1911.

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The Daily Press.

HONGKONG, NOVEMBER 29TH, 1911.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE REVOLUTION.

IMPERIALISTS RE-OCCUPY

HANYANG.

REBELS FLEEING IN DISORDER.

SHANGHAI, November 28th.

Consular dispatches from Hankow

via Peking state that the Imperial-

ists are in full possession of Hanyang

and that the rebels are fleeing in

disorder.

DESPERATE FIGHT: ENORMOUS

LOSSES.

LONDON, November 28th.

Reuter's correspondent at Hankow

mentions that there was prolonged

and desperate fighting and that the

rebels, who suffered enormous losses,

fled to Wuchang.

ARSENAL RE-TAKEN.

TOKYO, November 28th.

Admiral Kawashima reports that

the Arsenal at Hanyang was seized

by the Imperialists on the 27th inst.

A Chinese was arrested on Monday last in the

act of taking twenty tins of opium on board the

steamer Changsha. He was brought before Mr.

Irving at the Magistracy yesterday and fined

\$500 or three months' imprisonment.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

RECENT ANGLO-GERMAN

RELATIONS.

FULL STATEMENT BY SIR

EDWARD GREY.

LONDON, Nov. 27.

The House of Commons was crowded

this afternoon in view of Sir Edward Grey's

momentous pronouncement on foreign

affairs. The House presented an animated

appearance, there being many distinguished

personages in the galleries, including Am-

bassadors, Peers and officials.

Sir Edward Grey, on rising, received an

ovation. He said: Herr Kiderlen-Waechter

has already made not a complete but a large

disclosure of what passed in conversation

between Count Metternich in London and

myself. In diplomatic procedure it is very

unusual to make public an account of con-

versations without first consulting the

other party to them. In this case I know

nothing until I read the published account.

I understand that the exigencies of the

situation in Germany made it impossible

for me to be a neutral. I am not making

any complaint as to that, but it has laid

upon me the necessity of disclosing what I

think it is necessary to put before the

House as to the part which we took.

Herr Bethmann-Hollweg and Herr

Kiderlen-Waechter had already disposed of

one misapprehension. It has been imagined

in some quarters that Germany had pre-

tended to force French action in going to

Foz at all, and that France had resisted

in going there in the face of the German

protest. The German Government have

explained what the German view really

was. I have no comment or criticism to

make upon it. My narrative shall there-

fore date from July 1st. On that day

Count Metternich came to the Foreign Office

and made the following communication:—

"Some German firms established in South

Morocco, notably at Agadir, are in the

vicinity have been alarmed by certain local

tribes, due to some recent occurrences

in other parts of the country. The firms

have applied to the Imperial Govern-

ment for protection of the lives of

their employees and their property.

At their request the Imperial Government

has decided to send a warship to Agadir

to lend help and assistance in case of need

to their subjects and employees as well as

to protect important German interests in the

territory in question. As soon as the state

of affairs in Morocco has resumed its former

quiet aspect, the ship charged with this

protective mission shall leave Agadir."

The Panther was then on its way to

Agadir, but more was in the Ambassa-

dor's explanation than accompanied this

statement. This communication was

accompanied by an explanation which

made it clear that the German Government

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made, demands which were in effect not

a rectification of the frontier but a cession

of the French Congo which it was obviously

impossible for the French to concede.

I had heard that the negotiations were

still proceeding and still hoped they might

lead to a satisfactory result, but it must be

understood that if they were unsuccessful

a very embarrassing situation would arise.

I pointed out to Count Metternich that the

German were in the closest point of Agadir,

that according to native accounts they were

landed on the coast of the French Congo

and that for all we knew they might be ac-

quiring concessions there, and that even the

German flag might have been hoisted at

that coast for a naval base. We could

not say to what extent the situation might

be altered to our disadvantage, and if the

negotiations with France came to nothing

we should be obliged to do something to

watch over British interests and to become

a party to the discussion of the matter.

The longer Germans remained at Agadir

the greater would be the risk of their develop-

ing a state of affairs which would make it

more difficult for them to withdraw and

more necessary for us to take some step to

protect British interests. I wished to

say all this now while we were still waiting

in the hope that the negotiations with

France would succeed, for if I did say

this now it would cause resentment later if

the negotiations had been led to suppose by our

previous silence that we did not take an

interest in the matter.

Count Metternich was unable to give me

any information but deprecated the assump-

tion that what I had sketched as a possible

damage to British interests was accomplished.

He was sure his Government had no

intention of acquiring commercial monop-

olies and unfairly prejudicing our interest.

Thereupon I observed that German

continuous occupation of a closed port

involved at least a monopoly of commercial

opportunities.

During that day—July 21st—Mr. Lloyd

George told me he had made a speech on

an occasion of importance at the Mansion

House that evening and he consulted Mr.

Asquith and he said what should be said

as it was fourteen days since the last public

statement about Morocco had been made,

namely, a very short statement by Mr.

Asquith in the Commons. We were

anxious as to the way things were develop-

ing. We all felt that for a Cabinet

Minister of first-rate importance to make

a speech on a formal occasion and to say

no word about foreign affairs would be

unintelligible to public opinion everywhere.

What I had said to Count Metternich that

day was obviously suitable only for the

diplomatic channel. The Chancellor of the

Exchequer therefore spoke in more general

terms upon the situation. What he said

is on record. It claimed no pre-eminence

or predominance for us in international

affairs. It contained no menace such as

the saying of "Hands off" to anyone any-

where. It did not say there was any par-

ticular demand or claims on the part of

Germany which were inconsistent with

British interests. Its purpose was that

where British interests were affected we

must not be treated as if we were

account. If the time ever comes

when this cannot be said we shall have

ceased to exist at any rate as a great Power.

As a matter of fact, the first German com-

ments on the speech I saw were such as

might naturally have been expected. (The

German press was very hostile.) I had made

a communication from the German Govern-

ment until July 24th. Even then their

denial of any intention to establish a naval

base had been in a form which I could not

use to allay the suspicion aroused here. I

suggested, however, to the Ambassador that

we should not pursue this point, and I ex-

pressed the hope that this latest German

communication might be taken as the new

starting place and that we need not go back

upon things which must lead to mutual

recrimination. The French Government

consulted as at every point where it seemed

at all likely that British interests might be

affected. We were able to say that, except

perhaps once or twice on subsidiary points

of purely economic detail, in Morocco itself

British interests were not involved in the

course of the negotiations and every-

thing we said or did was in the direction

of helping and not impeding the negotia-

tions to reach a settlement.

I propose now to examine the real nature

of the tension that existed prior to the

agreement which has now been reached

between the French and German Govern-

ments. Both sides made some substantial

gains and the fact that this had been

accomplished in the face of all the excitement

that existed reflects great credit on the

diplomats conducting the negotiations.

There the matter remained until July 27th,

U.S. MAIL LINE. PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

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STAMERS	Tons
MONGOLIA	27,000
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MONGOLIA	27,000
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All Steamers have an Excellent "Philippine Stringed Orchestra" for the entertainment of Passengers, and are Equipped with Wireless Telegraphy.

THE P.M. S.S. "MANCHURIA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KORE, YOKOHAMA and HONOLULU on SATURDAY, 25th November, at 1 P.M.

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FARES, HONGKONG TO LONDON via New York £45
HONGKONG TO SAN FRANCISCO £25
Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies KINO'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

REGULAR SERVICE FROM HONGKONG TO

VANCOUVER, B.C.

SEATTLE &

PORTLAND (Or.)

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

For VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND (Or.).

STRAHLTON 21st Nov.
ORTERIC 5th Dec.
RYGJA 20th Dec.
SUVERIC 9th Jan.

For MANILA.

RYGJA 2nd Dec.
SUVERIC 14th Dec.
NUMERIC 3rd Jan.

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers.

The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Points.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

KING'S BUILDING, 780, KING'S BUILDING, PRINCE CENTRAL.

ORIENTAL AFRICAN LINE. NEW LINE OF STEAMERS

TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT TO SOUTH AFRICA.

PROPOSED SAILINGS.
S.S. "DUNFRIC" 3,000 tons to be despatched End January, 1912.
S.S. "KATANGA" 5,600 tons to Follow.

And regularly thereafter.
For Rates of Freight or Passage, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and JAPANESE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.
From Hongkong:
From Colombo: 10th December.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers at CALCUTTA.

PROPOSED SAILINGS.

Next Departure. From CALCUTTA: End November.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

Hongkong, 31st October, 1911.

[1075-17]

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG.

SHANGHAI, NAGASAKI, KORE, YOKOHAMA and YOKOHAMA.

MANILA, YAP, MAROK, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE.

KORE and YOKOHAMA.

KUDAT and SANDAKAN.

All the Steamers of the European Line are fitted with Wireless Telegraphy.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 18th November, 1911.

PASSENGER SEASON 1912.

NORDDEUTSCHER LLOYD. BREMEN TO EUROPE BY THE MAGNIFICENT FAST LINERS.

STEAMSHIP "GOEBEN" 17,000 TONS ON FEBRUARY 6TH.

"DERFFLINGER" 17,300 " ON FEBRUARY 21ST.

"PRINZ EITEL FRIEDRICH" 16,000 " ON MARCH 5TH.

"YOROK" 17,000 " ON MARCH 20TH.

"PRINZESS ALICE" 20,300 " ON APRIL 2ND.

"LUETZOW" 17,300 " ON APRIL 17TH.

"KLEIST" 17,000 " ON APRIL 30TH.

THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGERS, GIBRALTAR AND SOUTHAMPTON.

TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy.

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to

MELCHERS & Co., GENERAL AGENTS.

Hongkong, 1st September, 1911.

PHILIPPINES S.S. CO.

STEAMSHIP TONS CAPTAIN FOR SAILING DATE

ZAFIRO 4000 M. C. Smith Manila, Cebu & Iloilo

RUBI 4000 S. Crosby Manila, Cebu & Iloilo On 30th Nov., 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers

Hongkong, 27th November, 1911. PHILIPPINES S.S. Co. 113

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

DESTINATION STEAMERS TONS DATE OF SAILING.
SHANGHAI, YOKOHAMA, "CEYLON" 9,000 About 2nd December
KORE & MOJI "CANTON" 6,500 About 8th Jan. 1912

For Freight and Further Particulars, apply to Telephone No. 171.

OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.

46 YORK BUILDINGS TOP FLOOR

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER.

SAVING 5 TO 7 DAYS OCEAN TRAVEL.

S.S. "MONTEAGLE" Calls at MOJI instead of Nagasaki.

From Hongkong: "EMPRESS OF JAPAN" Sat., 2nd Dec.

"MONTEAGLE" Saturday, 30th Dec. 1912

"EMPIRESS OF INDIA" Sat., 27th Jan.

"EMPRESS OF JAPAN" Sat., 24th Feb.

"EMPRESS OF INDIA" Sat., 24th Feb.

Steamships leave HONGKONG at 7 A.M.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at

SHANGHAI, NAGASAKI (through the Inland Sea of Japan), Kobe, Yokohama, Victoria

and Vancouver B.C. The only Line that maintains a Regular Schedule Service of

12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER.

SAVING 5 TO 7 DAYS OCEAN TRAVEL.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the

Marconi Wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10

Intermediate (on Steamers) £43 £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while

crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" is a fine Intermediate Passenger only, at Intermediate rates

affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Member

of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the

Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China

Corner Pedder Street and Praya opposite Blake Pier.

MAIL NOTICE

FOR	FROM	DATE
Singapore, Amoy, Takao and Aomori	Singapore	Wednesday, 29th, 9.00 A.M.
Singapore and Bangkok	Singapore	Wednesday, 29th, 9.00 A.M.
Singapore, Penang and Calcutta	Singapore	Wednesday, 29th, 9.00 A.M.
Singapore and Calcutta	Singapore	Wednesday, 29th, 9.00 A.M.
Singapore, Penang, and Colombo	Singapore	Wednesday, 29th, 9.00 A.M.
Singapore and Hongkong	Singapore	Wednesday, 29th, 9.00 A.M.
Singapore and Hongkong	Singapore	Wednesday, 29th, 9.00 A.M.
Singapore and Hongkong	Singapore	Wednesday, 29th, 9.00 A.M.
Singapore and Hongkong	Singapore	Wednesday, 29th, 9.00 A.M.
Singapore and Hongkong	Singapore	Wednesday, 29th, 9.00 A.M.

Singapore, Penang and Calcutta.

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Singapore, Penang and Calcutta.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	MARKS
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	NAMUR Capt. F. E. Andrews, R.N.	10 am 30th Nov.	Freight and Passage.
SHANGHAI	HIMALAYA Capt. L. E. S. Spicer	About 8th Dec.	Freight and Passage.
LONDON via USUAL PORTS (ASSAYE, and CAIL)	ASSAYE Capt. G. W. Cockman, R.N.	Noon 9th Dec.	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 17th November, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, ZAMEOANGA & AUS- TRALIAN PORTS	CHANGSHA	On 28th Nov., 3 P.M.
WEIHAUWAI & TIENTSIN	HUICHOW	On 28th Nov., 4 P.M.
MANILA, CEBU & ILOILO	TEAM	On 28th Nov., 4 P.M.
TSINGTAU & CHEFOO	TAMSUI	On 29th Nov., 4 P.M.
HOIHOW & HAIPHONG	SINGAN	On 30th Nov., Noon
SHANGHAI	CHENAN	On 30th Nov., 4 P.M.
SHANGHAI	CHINHUA	Saturday, 2nd Dec., Midnight
MANILA, CEBU & ILOILO	KAIFONG	Tuesday, 5th Dec., 4 P.M.
SHANGHAI	CHINHUA	Thursday, 7th Dec., 4 P.M.
SHANGHAI	ANHUI	Saturday, 9th Dec., Midnight

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.

S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAM" and "TAMING". Saloon accommodation—A midships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY morning sailings. A 30's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Wootung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.

Hongkong, 18th November, 1911.

AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SANDAKAN	MAUSANG	Friday, 22nd Dec., Noon
MANILA	YUENSANG	Saturday, 19th Dec., 2 P.M.
SHANGHAI, KOBE & MOJI	KUTSANG	Friday, 1st Dec., Noon
MANILA	LOONGSANG	Saturday, 2nd Dec., 2 P.M.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	Tuesday, 5th Dec., 3 P.M.
SHANGHAI	KWANGSANG	On 3rd Dec., daylight
KOBE and MOJI	YATSHING	Sunday, 3rd Dec., Daylight

RETURN TOURS TO JAPAN

(OCCUPYING 24 DAYS)

The Steamers "KUTSANG", "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yantai, Tientsin, Tsingtao, Weihaiwei, Chefoo, Fientien and Newchwang.

Taking Cargo on through Bills of Lading to Khat, Lahad, Datu, Simporna, Tawao, Jember, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,

Hongkong, 18th November, 1911.

GENERAL MANAGERS.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

Taking Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR	STEAMERS	TO SAIL
02 SHANGHAI, KOBE & YOKOHAMA	S.S. DORTMUND	5th Dec.
	S.S. SEGOVIA	14th Dec.
	S.S. SILEZIA	27th Dec.
	S.S. AMBRIA	10th Jan.
	S.S. GOLDENFELS	24th Jan.

For Further Particulars, apply to—

FOR	STEAMERS	TO SAIL
FOR HAVRE, BREMEN & HAMBURG	S.S. SLAVONIA	7th Dec.
FOR ROTTERDAM, HAMBURG & ANTWERP	S.S. SIBHONIA	8th Dec.
FOR MARSEILLES, HAVRE & HAMBURG	S.S. ANDALUSIA	17th Dec.
FOR HAVRE & HAMBURG	S.S. SCANDIA	20th Dec.
FOR NEW YORK	S.S. VANDALIA	23rd Nov.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 17th November, 1911.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 5th Dec., at 11 A.M.
"HAITAN"	Capt. J. S. Bouch	FRIDAY, 8th December, 11 A.M.
"HAIFANG"	Capt. J. W. Evans	

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ... Capt. A. H. Stewart ... SUNDAY, 3rd Dec. at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to— DOUGLAS, LAURIE & CO.,

Hongkong, 16th November, 1911.

GENERAL MANAGERS.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 1st Dec., at Noon
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 22nd Dec., at Noon
TENYO MARU	21,000	E. Bent	FRIDAY, 29th Dec., at Noon
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 19th Jan., Noon 1912

The Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 1st December, at Noon.

INTERMEDIATE SERVICE.

The Twin Screw S.S. "NIPPON MARU," 11,000 tons, Captain A. G. Stevens will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 22nd December, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.) The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	DATE OF SAILING
HONGKONG MARU	11,000	WEDNESDAY, 13th December, at Noon
KIYO MARU	17,500	TUESDAY, 11th Feb., at Noon 1912
BUYO MARU	10,500	TUESDAY, 9th April, at Noon

The Steamer "HONGKONG MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on WEDNESDAY, 13th December, at Noon.

FARES FROM HONGKONG.

To LONDON	£71-10-0
To VALPARAISO	£57-0-0

Fares by INTERMEDIATE STEAMER.

To HONOLULU	£20-0-0
To SAN FRANCISCO	£25-0-0
To CHICAGO	£36-10-0
To NEW YORK	£40-0-0
To LONDON via NEW YORK	£45-0-0

Single and Round Trip to all points are interchangeable and good for return by Intermediate Steamers of the Pacific Mail S.S. Co.

SPECIAL RATES (First Class only) are granted to principal points in the United States, Canada and Europe, on terms which may be obtained from the undersigned. These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU," "CHIYO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Screw. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago.) Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA	"SEATTLE MARU"	6,182	WED'DAY, 29th Nov., at 11 A.M.
	"CHICAGO MARU"	6,182	WED'DAY, 27th Dec., at 11 A.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA	"MEXICO MARU"	6,064	TUESDAY, 12th Dec., at 11 A.M.
	"CANADA MARU"	6,064	TUESDAY, 9th Jan., at 11 A.M. 1912

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for passengers. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
TAMSUI via SWATOW and AMOY	"DAIGI MARU"	SUNDAY, Dec. at 10 A.M.
FOOCHOW via SWATOW and AMOY	"CHOSHUN MARU"	
TAMSUI via SWATOW and AMOY	"DAIJIN MARU"	

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROL,
MANAGER

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Cuslanc.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 6th DEC., 1911, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG COLOMBO, SUEZ and PORT SAID	HITACHI MARU Capt. T. Yamawaki	7,000	WED'DAY, 6th Dec., at Daylight
	MIYASAKI MARU Capt. T. Murai	9,000	WED'DAY, 20th Dec., at Daylight
	KAWACHI MARU Capt. H. Petersen	7,000	THURSDAY 21st Dec., from Kobe
VICTORIA, B.C. & SEATTLE	KAMAKURA MARU Capt. H. Kon	7,000	SATURDAY, 30th Dec., from Kobe
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	INABA MARU Capt. S. Tomiura	7,000	FRIDAY, 8th Dec., at Noon
	TAMBA MARU Capt. K. Noda	7,000	TUESDAY, 2nd Jan., at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	6,000	THURSDAY 21st Dec., at Noon
	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 19th Jan., at Noon
SHANGHAI and KOBE	HIROSHIMA MARU Capt. Hirose	4,000	WED'DAY, 29th November
BOMBAY via SINGAPORE, and COLOMBO	HAKATA MARU Capt. H. Nomura	7,000	TUESDAY 28th November
SHANGHAI MOJI & KOBE	COLOMBO MARU Capt. J. Toranaka	5,000	WED'DAY, 6th Dec., at Noon
KOBE and YOKOHAMA	IYO MARU Capt. R. Takeda	7,000	THURSDAY 7th Dec., at Noon

Fitted with New System of Wireless Telegraphy. Carries Deck Passengers, Cargo only

NEW LINE OF STEAMERS

BETWEEN KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong:

"JINSEN MARU," 4000 tons, Capt. Machida, Saturday, Dec. 2nd

1912 PASSENGER SEASON 1912

FOR EUROPE.

STEAMER	TONS	CAPTAIN	FROM HONGKONG
TANGO MARU	8,000	K. Kawara	February 14th
KAMO	9,000	F. L. Sommer	February 28th
AKI	7,000	K. Homma	March 13th
MISHIMA	9,000	A. G. Bross	March 27th
KAGA	7,000	M. Hagino	April 10th
ATSUTA	9,000	Wm. Thompson	April 24th
HITACHI	7,000	T. Yamawaki	May 8th
MIYASAKI	9,000	T. Murai	May 22nd

FOR SEATTLE.

STEAMER	TONS	CAPTAIN	FROM HONGKONG
INABA MARU	7,000	S. Tomiura	February 27th
TAMBA	7,000	K. Noda	March 26th
SANUKI	7,000	T. Iizawa	April 9th
AWA	7,000	T. Iizawa	April 23rd
INABA	7,000	S. Tomiura	May 21st

For further information, apply to—

T. KUSUMOTO, MANAGER.

(1061-14-40)

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to	Leave from	Combining Steamers from COLOMBO to	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY
ASSAYE	7500	February 3	MANTUA	11000	March 2
HIMALAYA	7000	February 17	MACEDONIA	10500	March 16
DELHI	8000	March 2	MOOREA	11000	March 30
INDIA	8000	March 16	Through Steamer		April 13
DEVANHA	8000	March 30	MOLOVIA	11000	April 27
DELTA	8000	April 13	MALOJA	12500	May 11
ASSAYE	7500	April 27	MONGOLIA	10000	May 25
DELHI	8000	May 11	MALWA	11000	June 8

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd £48.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
NYANZA	about February	about March 22